



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning Transportation Committee Agenda November 18, 2011

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago, Illinois

- 1.0 Call to Order and Introductions** **9:30 AM**
Chris Snyder, Committee Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – September 30, 2011**
ACTION REQUESTED: Approval
- 4.0 Coordinating Committee Reports**
The Chair will report on the October 12th Regional Coordinating Committee. The Vice Chair will report on the November 9th Local Coordinating Committee.
- 5.0 Transportation Improvement Program (TIP) (Leroy Kos)**
 - 5.1 FY 10-15 TIP Amendments and Administrative Modifications**

TIP revisions that exceed financial amendment thresholds have been requested. Revisions include line items that have been awarded, moved or deleted. The TIP Amendments and modifications are attached. Please be mindful that the deadline for the 1st of 2 semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments changes are due by December 9, 2011. The Committee will be asked to release the semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments for public comment at the January TC meeting.
ACTION REQUESTED: Approval of TIP amendments
 - 5.2 Special GO TO 2040/TIP conformity analysis to allow for a TIP amendment adding lanes on IL 47 between Caton Farm Road in Kendall County and I-80 in Grundy County**

IDOT requested that a special GO TO 2040/TIP conformity analysis be completed to allow for consideration of a TIP Amendment. The TIP amendment is for TIP ID 09-11-0034, an add lanes project on IL 47 between Caton Farm Road in Kendall County and I-80 in Grundy County. Staff released the proposed amendment and associated conformity analysis Thursday, November 3. The comment period will end on December 2.

ACTION REQUESTED: Discussion on convening a special Transportation Committee meeting immediately prior to the special MPO Policy Committee that has been called for December 8, 2011 to consider recommendation.

5.3 Proposed Dates for 2012 meetings

Proposed meeting dates for calendar year 2012, with consideration of the MPO Policy Committee meetings and IDOT lettings are attached.

TIP Revisions Due	Transportation Meeting
January 4, 2012	January 20, 2012
February 15, 2012	March 02, 2012
April 11, 2012	April 27, 2012
May 30, 2012	June 15, 2012
July 18, 2012	August 03, 2012
August 29, 2012	September 14, 2012
October 31, 2012	November 16, 2012

ACTION REQUESTED: Approval of the meeting dates for 2012.

6.0 Congestion Mitigation and Air Quality Improvement CMAQ (Holly Ostlick)

6.1 CMAQ MYB list

The CMAQ Project Selection Committee discussed MYB list procedures at their last meeting. An update will be given.

ACTION REQUESTED: Discussion

6.2 October 2011 Status Updates

October 2011 status updates were collected and will be discussed. The CMAQ Project Selection Committee asked staff to schedule a special meeting and to come back with a list of projects recommended for removal.

Recommending projects for removal from the program has provided marginal results and demands an enormous amount of staff time beyond collecting status updates. Experience over the past several years has shown that the only projects ultimately removed are the very few for which the sponsor agrees to the removal. In an effort to maximize the use of CMAQ funds in the region and to avoid losing funds to lapses and rescissions, a change may be necessary.

Although a more structured removal process may risk losing some good projects, St. Louis and other areas around the nation – even local councils of mayors - have had success with a very strict deadline for accomplishing projects.

ACTION REQUESTED: Discussion

7.0 Action Area Update - GO TO 2040 Implementation Report (Bob Dean)

A memo and an outline of the contents of the implementation of action areas are attached. The report highlights several examples that are preliminarily recommended to be featured in the report. Thank you to members of various working committees who contributed to this effort.

ACTION REQUESTED: Information

8.0 Local Technical Assistance Program (Bob Dean)

An activity update for the Local Technical Assistance Program was included in the packet for review.

ACTION REQUESTED: Information

9.0 Major Capital Project Updates

Committee members can provide information and progress on major capital projects.

ACTION REQUESTED: Discussion

10.0 Draft Framework for CMAP's Legislative Agenda (Ylida Capriccioso)

CMAP's Legislative Agenda is a framework document of legislative principles based on GO TO 2040. This document outlines the 12 high priority recommendations found in the plan and presents legislative principles closely aligned to the plan's Implementation Action Areas. The document is being developed to guide staff and inform CMAP's partners about CMAP's positions regarding legislative initiatives being discussed or introduced in the Illinois General Assembly in the upcoming year.

ACTION REQUESTED: Information

11.0 Reauthorization (Don Kopec)

An update on progress toward reauthorization of the federal transportation bill will be provided.

ACTION REQUESTED: Information

12.0 2012 Chair/Vice Chair Announcement

Welcome to the 2012 Transportation committee new Chair Leanne Redden and new Vice Chair Michael Connelly.

ACTION REQUESTED: Information

13.0 Other Business

14.0 Public Comment

15.0 Next Meeting

The next meeting is scheduled for January 20, 2012. A special meeting will be considered under item 5.3.

16.0 Adjournment

Transportation Committee Members:

_____ Charles Abraham	_____ Robert Hann	_____ Mike Rogers
_____ Reggie Arkell***	_____ Fran Klaas	_____ Steve Schlickman
_____ John Beissel	_____ Don Kopec	_____ Joe Schofer
_____ Michael Bolton	_____ Wes Lujan	_____ Peter Skosey
_____ Maria Choca Urban	_____ Jamy Lyne	_____ Chris Snyder*
_____ Lynnette Ciavarella	_____ Arlene J. Mulder	_____ Susan Stitt
_____ Michael Connelly	_____ Randy Neufeld	_____ Steve Strains
_____ John Donovan***	_____ Jason Osborn	_____ Paula Trigg
_____ John Fortmann	_____ Leanne Redden**	_____ Ken Yunker
_____ Luann Hamilton	_____ Tom Rickert	_____ Rocco Zuccherro

*Chair

**Vice-Chair

***Non-voting



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning Transportation Committee Minutes DRAFT MINUTES September 30, 2010

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago, Illinois

Members Present: Chair Chris Snyder-DuPage County, Charles Abraham-IDOT/DPIT, Reggie Arkell-FTA, Michael Bolton-Pace, Marty Buehler -Lake County, Maria Choca Urban-CNT, Michael Connelly-CTA, John Donovan-FHWA, Henry Guerriero-ISTHA, Luann Hamilton-CDOT, Robert Hann-Private Providers, David Kralik- Metra, Don Kopec-CMAP, Jamy Lyne-Will County, Arlene Mulder-Council of Mayors, Jason Osborn-McHenry County, Leanne Redden-RTA, Tom Rickert-Kane County, Chad Riddle-IDOT/District One, Keith Sherman-IDOT Office and Planning and Programming, P.S. Sriraj-UIC/UTC, Steve Strains-NIRPC, Mike Sullivan-Kendall County

Members Absent: John Beissel-Cook County, Wes Lujan-Railroads, Randy Neufeld-Bicycle and Pedestrian Task Force, Mike Rogers-IEPA, Joe Schofer-Northwestern University, Peter Skosey-MPC, Ken Yunker-SEWRPC

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Allison Bos, Len Cannata, Bruce Carmitchel, Bruce Christensen, Jay Civarella, Steve Coffinbargar, Bola Delano, Bud Fleming, , Christina Kupkowski, Brian Plum, David Seglin, Susan Stitt, Mike Walczak, Jan Ward, Tammy Wierciak

Staff Present: Randy Blankenhorn, Patricia Berry, Claire Bozic, Bob Dean, Teri Dixon, Kama Dobbs, Doug Ferguson, Leroy Kos, Holly Ostdick, Ross Patronsky, Gordon Smith

1.0 Call to Order and Introductions

Committee Chair Chris Snyder called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

There were no changes or announcements.

3.0 Approval of Minutes – August 5, 2011

On a motion by Mayor Mulder and a second by Mr. Bolton, the minutes were approved as presented.

4.0 Coordinating Committee Reports.

There was no Regional Coordinating committee meeting. Ms. Redden reported that the Local Coordinating Committee met on August 10th. She reported that the committee recommended approval of the staff recommendation for Community Planning Grants to the CMAP Board and noted that the Transportation Committee had approved the same recommendation on behalf of the Policy Committee in August. The committee also discussed the public engagement underway for the LTA program, future grants and procurements, and a proposed schedule for future LTA applications.

5.0 Transportation Improvement Program (TIP)

5.1 FY 10-15 TIP Amendments and Administrative Modifications

Mr. Kos reported that the TIP amendments were released for a 7 day public comment period with no comments received. Mr. Kos also requested committee approval of revisions to TIP Change and Project Grouping Procedures Attachment A, including designating federal fiscal years 2011 and 2012 as selected years in the TIP and updating the list of federal fund sources. On a motion by Mr. Connelly and a second by Mr. Abraham, the TIP revisions were approved unanimously.

5.2 Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments

Mr. Kos informed the committee that the 30-day public comment period ended September 30th with no comments received and requested that the transportation committee recommend approval of the semi-annual GO TO 2040/TIP conformity analysis and TIP Amendments. On a motion by Ms. Hamilton and a second by Mr. Kopec the semi-annual GO TO 2040/TIP conformity analysis and TIP amendments were unanimously recommended to the Regional Coordinating Committee and the MPO Policy Committee for approval.

5.3 Proposed Dates for 2012 meetings

The committee was asked to review the proposed meeting dates for calendar year 2012 and to contact staff with any concerns. Approval will be requested at the November TC meeting.

6.0 CMAQ Update

Mr. Ferguson informed the committee that the CMAQ Project Selection Committee concurred with the staff responses to the public comments received and recommended approval of the Proposed FY 2012-2016 CMAQ Program with a revised multi-year B

(MYB) list to the committee. Mr. Snyder asked for clarification on the procedure for advancing projects on the MYB list into the current program. Mr. Buehler responded, as a member of the Project Selection Committee, that the committee would be discussing procedures for advancing MYB projects and would also be evaluating the results of the GO TO 2040 Focused Programming approach in the near future. On a motion by Ms. Redden and seconded by Ms. Mulder the Transportation Committee unanimously concurs with the staff responses to the public comments received and recommends approval of the Proposed FFY 2012-2016 CMAQ Program and Multi-Year B list to the Regional Coordinating Committee and the MPO Policy Committee.

7.0 GO TO 2040 Updates

7.1 Major Capital Projects

Ms. Bozic presented an overview of the status of GO TO 2040 Major Capital Projects, Constrained, and Unconstrained Projects that has been collected through contacts, websites, Federal Register notices, and news articles. She noted that the status document will be a regular agenda item in the future and requested that committee members contact her with updates, corrections or additional information.

7.2 Action Area Updates

Mr. Dean explained that staff will be creating a report describing actions that have occurred in the last year that have advanced the implementation of GO TO 2040. He requested that committee members inform CMAP staff of any activities by their agencies that could be highlighted in this report by October 21st.

8.0 Preliminary RTA Funding Programs of Projects

Mr. Ciavarella provided an overview of the Preliminary RTA Funding Programs of Projects and noted that the public comment period ends September 30th. The RTA Board will consider the projects on October 20 and will consider adoption of the 2012 budget on December 15.

9.0 Local Technical Assistance Program (LTA)

Mr. Dean gave a brief update of the activities of LTA program.

10.0 State Agenda

Mr. Smith stated that staff was in the process of developing CMAP's state agenda based on the principles of GO TO 2040. The Committee was asked to participate in this process and forward thoughts and comments to the Legislative group.

11.0 Other Business

There was no other business

12.0 Public Comment

Mr. Armstrong commented that there were no sidewalks on the southwest corner of Lake

and Church in Hanover Park, making it difficult to access Pace Route 554 to Woodfield Mall. Ms. Armstrong commented that she observed children playing on the Metra tracks in Elmwood Park and Metra police need to be a presence. Mr. Kralik responded that Metra's Operation Lifesaver Train Safety Awareness Program was one of the tenets that Metra uses to address these issues. The program emphasizes safety and is one of Metra's proactive measures to educate children and the public and to promote safety.

13.0 Adjournment

On a motion by Ms. Redden, seconded by Mr. Guerriero, the meeting adjourned at 10:40 a.m.



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Willis Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: Transportation Committee

Date: November 3, 2011

From: CMAP Staff

Re: 09-11-0034 GO TO 2040/TIP Conformity Analysis & TIP Amendment

IDOT has requested a special GO TO 2040/TIP Conformity Analysis & TIP Amendment for 09-11-0034, IL 47 from Caton Farm Rd to I-80 in Kendall and Grundy Counties. The analysis is complete and the amendment is being released for public comment from November 3, 2011 to December 2, 2011.

The project consists of adding lanes, adding signals and improving intersections along the highway.

The 2020, 2030 and 2040 highway networks were coded to include the project. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA's MOBILE model. The on-road emission estimates are the sum of those emissions for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit, Clean Fuel Fleet Program or activities that can't be included in the travel demand model have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are no SIP budgets for annual direct PM_{2.5} (fine particulates) and NO_x (nitrogen oxide) emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combined direct PM_{2.5} and NO_x emissions remain below emissions estimates for 2002, the baseline year.

**Northeastern Illinois Transportation Improvement Program
TIP Amendment 09-11-0034 IL 47 from Caton Farm Rd to I-80
Conformity Analysis Summary Results**

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} Conformity

Year	Fine Particulate Matter			Nitrogen Oxide		
	Northeastern Illinois	Northwest Indiana	Nonattainment area Total	Northeastern Illinois	Northwest Indiana	Nonattainment area Total
2002	3,070.78	562.64	3,633.42	167,630.81	30,397.97	198,028.78
2016	1,073.93	112.28	1,186.21	40,800.91	3,931.12	44,732.03
2020	969.63	104.73	1,074.36	27,729.34	2,733.80	30,463.14
2030	957.11	109.53	1,066.64	19,098.53	1,964.01	21,062.54
2040	1,004.53	122.52	1,127.05	19,324.23	2,111.42	21,435.65

conformity is demonstrated by comparison of analysis year emissions to the baseline year (2002)

VOC and NO_x Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2016	61.31	133.78	110.13	284.65
2020	52.50	73.68	74.08	88.17
2030	51.97	73.68	49.47	88.17
2040	55.67	73.68	49.67	88.17

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes

Off-model benefits are not included in the total emissions estimates
NIRPC emissions from (pending) December 8, 2011 conformity analysis, assuming construction of Cline Avenue Bridge

Proposed 2012 Transportation Meetings and Deadlines

Rev's due - conform-ity	Public Review of conform-ity	CMAQ status updates due	STP Adv Fund Req'st	COM Exec Comm (Tues)	CMAQ Rev. Req'st	CMAQ PSC (Thurs)	TIP Revisions Due (Wed)	Transport'n Comm. Mtg (Fri)	Reg'l Coord. Cmttee	MPO Policy Comm. (Thurs)	Federal Authoriz'tn Req. due	IDOT Lettings	Conformity
							1/4/12	1/20/12			1/27/12	3/9/12	
Fri 12/9/2011	Fri 1/20 to Mon 2/20 (31)	Q4 -Transit 2/15/2012	1/24/12	2/7/12	1/19/12	2/9/12	2/15/12	3/2/12	3/7/12	3/8/12	3/16/12	4/27/12	- Semi-annual conformity due (Policy 03-08-2012)
					3/15/12	4/5/12	4/11/12	4/27/12			5/4/12	6/15/12	
		May status 5/15/2012 & Q1 Transit 5/15/2012	5/8/12	5/22/12	5/3/2012*	5/24/2012*	5/30/12	6/15/12		6/14/11	6/22/12	8/3/12	
					6/21/12	7/12/12	7/18/12	8/3/12			8/10/12	9/21/12	
Fri 7/13/12	Fri 8/3 to Mon 9/3 (31)	Q2 - Transit 8/15/2012	8/7/12	8/21/12	8/2/12	8/23/12	8/29/12	9/14/12	10/10/12	10/11/12	9/28/12	11/9/12	- Semi-annual conformity due (Policy 10-11-2012)
		Oct Status 10/15/2012			10/4/12		10/31/12	11/16/12					
		Q3 - Transit 11/15/2012	10/30/12	11/13/12	12/6/12	11/15/12	1/2/13	1/18/13					

* Tentative date, likely to be canceled

Advanced Funding Requests: 1-24-12 For April & June lettings, 5-8-12 for August & September lettings, 8/7 for November and January lettings, 10-30-11 for March letting



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: November 3, 2011

Re: CMAQ Project Delay Analysis

The CMAQ programming policies call for a status update in May and October for CMAQ projects with phases in the current year. The most recent update was conducted in October of 2011. Status updates for 180 phases in FY 2011 were requested; sponsors submitted four additional CMAQ updates for phases not requested for a total of 184 updates. Of those, 104 had previous one time moves and of those 104, 47 (45%) are requesting another move or an update was not submitted. The total federal amount of projects that have requested a second move or have not submitted a status update is \$90,329,817.

Of all the phases submitted, 48 are requesting their first move for a total of \$71,429,463 in federal funds.

While collecting the status information, CMAP staff also requested the reason for delay if the phases were not obligated.

Below is a summary of the reasons for delay requests:



As illustrated, the most common reason for delay given was coordination with other agencies which includes railroads, other local agencies, or other projects.

The second-most common reason for delay is “other”. These delays did not break down further into identifiable categories.

###



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Working Committees

From: Bob Dean, Deputy Executive Director

Date: November 2011

Re: GO TO 2040 Implementation Report

The implementation of GO TO 2040 has been CMAP's principal focus over the past year, and will continue to be for the foreseeable future as well. This month, CMAP intends to begin writing a report describing actions that have taken place over the past year that advance the implementation of GO TO 2040. It is expected that this report will provide the basis for an annual report on plan implementation, which will help to demonstrate continued progress in moving the plan forward.

Many working committee members have provided examples of their accomplishments over the past year, and this is much appreciated. Not all of the examples provided will be able to be used due to limitations on space, but each organization that submitted examples should find at least one of their contributions reflected in the document.

Attached is an outline of the contents of the report. Its structure mirrors the structure of GO TO 2040, with twelve sections corresponding to the plan's key recommendations, with further classification by the "implementation action areas" into which the plan's specific recommendations are divided. For each of these "implementation action areas," the report highlights several examples that are preliminarily recommended to be featured in the report.

The report also identifies other notable projects which were proposed but not recommended to be included in this year's report. While these are all positive projects, CMAP is targeting three (and in some rare cases, four) examples to illustrate each "implementation action area." Many projects in this category are ongoing, and CMAP would prefer to wait until they are complete to highlight them, so they should be considered for inclusion in the report in a future year. In other cases, there were simply too many ideas submitted for all to be included.

An initial draft of the GO TO 2040 implementation report is scheduled to be completed by the end of November, and will be provided to working committees for review and discussion at that point.

GO TO 2040 Implementation Report Outline
DRAFT – October 31, 2011

Livable Communities Chapter

Recommendation: Achieve Greater Livability through Land Use and Housing

Implementation Action Area #1: Provide Funding and Financial Incentives

Overall priorities: Create consistent funding sources for local planning and the implementation of local plans.

Highlighted in report:

- Community Planning Program (CMAP, RTA)
- RTA's implementation funding program
- Funding from HUD for Sustainable Communities grants

Other notable projects:

- Build Orland program (Orland Park)
- Will County Neighborhood Stabilization Program (Will County)

Implementation Action Area #2: Provide Technical Assistance and Build Local Capacity

Overall priorities: Provide direct assistance to communities on projects that advance the implementation of GO TO 2040, in close collaboration with partner organizations. Create regional technical assistance materials that respond to needs that cross communities.

Highlighted in report:

- LTA program
- Plan Commissioner workshops
- Assistance by partner organizations in LTA activities

Other notable projects:

- Fairmont plan (Will County)
- Waterfront subarea plan (McHenry County)

Implementation Action Area #3: Support Intergovernmental Collaboration

Overall priorities: Provide support to local interjurisdictional initiatives. (This is primarily a reactive rather than proactive implementation area.)

Highlighted in report:

- Homes for a Changing Region (Oak Park)
- Funding of northwest Cook housing collaborative group
- I-355 and IL 53 corridor plans (Will County)

Other notable projects:

- SSMMA Housing and Community Development Collaborative (SSMMA)

Implementation Action Area #4: Link Transit, Land Use, and Housing

Overall priorities: Encourage local governments (which control land use) to consider housing and transit when making land use decisions. Encourage housing agencies to consider land use and transit access as they make investment and policy decisions. Encourage transportation agencies to consider housing and land use as they make investment and policy decisions.

Highlighted in report:

- H+T work by CNT (CNT)
- Orland Park higher-density TOD projects (Orland Park)
- SSMMA TOD implementation work funded by RTA (SSMMA)
- Transit supportive infrastructure around Route 529 improvements and Randall Road BRT (Kane/Kendall)

Other notable projects:

- CNU/ITE corridor planning using urban thoroughfares manual (CNU)
- Corridor studies along Harlem, Cicero, and 95th (Pace)
- Guidelines for transit supportive communities (Pace)
- Pace posted stops program (Pace)

Recommendation: Manage and Conserve Water and Energy Resources

Implementation Action Area #1: Implementing Energy and Water Retrofit Programs

Overall priorities in implementing energy retrofit programs: Conceptually, the idea behind the CRIBB program is to develop a framework for market transformation by building a comprehensive energy retrofit program which includes strategies to build a sustainable business model to aggressively retrofit commercial, industrial, and residential buildings across northeastern Illinois. Energy consumed by buildings accounts for more than 60% of the region's GHG emissions and this is the region's strategy to address this by increasing access to information, capital, and a trained work force.

Highlighted in report:

- Energy Impact Illinois (CMAP, CNT)
- Kane County 2040 Energy Plan (Kane County, CNT)
- EECBG grantmaking and programs (Cook County, DuPage County, Kane County, MMC)
- Oak Park / River Forest Sustainability Plan (CNT, Oak Park)

Other notable projects:

- City of Chicago Green Healthcare Initiative targeting energy efficiency retrofits at 14 Safety Net hospitals and making connections between health care/healthy living and environmental/climate concerns for Chicago Conservation Corps leaders. (Chicago DOE)
- Chicago Climate Action Plan implementation
- Municipal Energy Profile Project (CNT)
- LIHEAP program (Kendall County)
- Many items in environmental plan (DuPage County)

Implementation Action Area #2: Integrating Land Use Planning and Resource Conservation

Overall priorities in integrating land use planning and resource conservation: Through watershed plans, technical assistance, model ordinances, and other work with local governments, create changes in land use regulation that support conservation of water and energy.

Highlighted in report:

- "What Our Water's Worth" campaign (Openlands, MPC)
- Watershed plan implementation for Bull Creek-Bull's Brook (Lake County SMC)
- McHenry County Unified Development Ordinance, including water resource action plan and stormwater management ordinance revisions (McHenry County)
- Lake County renewable energy ordinances (Lake County)

- Northwest Water Planning Alliance (Kane/Kendall)

Other notable projects:

- Lake Zurich water conservation project (MPC, CNT, CMAP)
- Hickory Creek watershed plan
- City of Chicago Nature & Wildlife Plan update launched August 2011 (Chicago DOE)
- Watershed plan for North Mill Creek-Dutch Gap (Lake County SMC)
- IECC building codes training (MMC)
- Kane County EVI ordinance (Kane County)
- Orland Park water conservation ordinance (Orland Park)
- Tree asset management program study (CNT)
- Kane and Kendall counties water resources plans (Kane/Kendall)
- Oak Park water conservation plan (Oak Park)

Implementation Action Area #3: Pricing

Overall priorities in pricing: Work with utilities and municipalities to adopt pricing techniques that incent conservation, such as full cost pricing for water, or stormwater utility fees.

Highlighted in report:

- Full-cost pricing research, advisory committee, and pending white paper
- City of Aurora Water-Energy Conservation Project (MMC)

Other notable projects:

- Pricing research funded by Illinois Indiana Sea Grant
- Illinois chapter of AWWA providing information on full-cost pricing to members

Implementation Action Area #4: Funding

Overall priorities in funding: Fund resource conservation efforts through regular investment by state and federal government.

Highlighted in report:

- Efforts to establish Hackmatack National Wildlife Refuge (Openlands)
- Trust for Public Land / Partners for Parks and Wildlife examining alternative state funding sources (Openlands)

Other notable projects:

- Great Lakes Restoration Initiative-funded projects throughout region
- State of Illinois efforts to establish bi-state (IL & IN) Calumet Millennium Reserve (Chicago DOE)

Implementation Action Area #5: Local Governments as Early Adopters of Sustainable Practices

Overall priorities in local governments as early adopters of sustainable practices: Work with local governments to pursue projects that demonstrate the value of resource conservation.

Highlighted in report:

- Chicago Climate Action Plan implementation (2010 progress report at http://www.chicagoclimateaction.org/pages/ccap_progress_report/81.php) (Chicago DOE)
- Tollway energy audit and fleet efficiency improvements (Tollway)
- Lighting improvements at county facilities and estimates of savings (DuPage County)

Other notable projects:

- Park Forest sustainability plan
- Specific use of green infrastructure in public improvement project (Kane County)
- Formation of Kane County Sustainability Plan Working Group (Kane County)
- Oak Park energy efficiency retrofits and alternative vehicle promotion (Oak Park)

Recommendation: Expand and Improve Parks and Open Space

Implementation Action Area #1: Coordinate Open Space Investment to Create a Connected Regional Green Infrastructure Network

Overall priorities in Coordinate Open Space Investment to Create a Connected Regional Green Infrastructure Network: CMAP's priority is the refinement of the Green Infrastructure Vision and ongoing outreach to encourage as many implementers to use it as possible.

Highlighted in report:

- McHenry County green infrastructure plan (CW)
- City of Chicago Calumet Open Space Reserve plan implementation protecting nearly 4000 acres on southeast side (Chicago DOE)
- MWRD transfer of open space to Will County FPD (MWRD)

Other notable projects:

- Refinement of CW Green Infrastructure Vision
- Orland Park comprehensive plan – open space included as infrastructure (Orland Park)

Implementation Action Area #2: Invest in the Establishment of New Parks in Developed Areas

Overall priorities in Invest in the Establishment of New Parks in Developed Areas: CMAP's priority is to complete a baseline of land potentially available for park use, gather information on park district master plans, work with communities through the LTA program, and develop case studies of parks in redevelopment.

Highlighted in report:

- Trust for Public Land ParkScore analysis system
- New Chicago Park District parks, e.g. Park #542 in the West Loop
- Kane County Fit for Kids 2020 plan (Kane County)

Other notable projects:

- Hegewisch Marsh acquisition and restoration (Chicago DOE)
- Cook County FPD land acquisition plan update (Openlands)
- Chicago update to CitySpace plan (Openlands)

Implementation Action Area #3: Harmonize Actions by State and Local Government with Natural Resource Protection

Overall priorities in Harmonize Actions by State and Local Government with Natural Resource Protection: Increasing local commitment to the compact development aspect of livable communities. The most important thing a local government can do to protect open space is to plan for livability. This will reduce overall land consumption. Some development will continue to occur within the green infrastructure network, however. In this case, local governments should require or at least encourage conservation design, resulting in the legal protection of a significant portion of the site through a conservation easement.

Highlighted in report:

- Campton Hills comprehensive plan (CMAP, CW)
- Sustainable Natural Areas Vision, developed as part of Illinois Natural Areas Inventory update
- Value of Green Infrastructure report (CNT)

Other notable projects:

- Land acquisition for parks and open space by Orland Park (Orland Park)

- Kane County 2040 Comprehensive Plan (Kane County)

Implementation Action Area #4: Increase Funding to Achieve the Level of Park Provision and Land Conservation

Overall priorities in Increase Funding to Achieve the Level of Park Provision and Land Conservation: Helping identify and build support for alternative open space financing models, and working with land trusts to build capacity.

Highlighted in report:

- Successful 2011 Kane County Forest Preserve District referendum
- New purchases and easements held by land trust, such as the Citizens for Conservation in Flint Creek watershed

Implementation Action Area #5: Treat Management Needs as an Important Part of Landscape Preservation

Overall priorities in Treat Management Needs as an Important Part of Landscape Preservation: Aiding Chicago Wilderness in establishing region-wide restoration priorities.

Highlighted in report:

- STEW-Map, an online map of stewardship activities by conservationists in the region
- Refinement of Green Infrastructure Vision
- Specific restoration projects in Orland Park (Orland Park)

Other notable projects:

- Numerous research projects by researchers associated with Chicago Wilderness
- CCAP Ecosystem Adaptation leadership (Chicago DOE)
- Grants linking ecological restoration and jobs including US Forest Service stimulus, Walmart Foundation, etc. (Chicago DOE)

Recommendation: Promote Sustainable Local Food

Implementation Action Area #1: Facilitate Sustainable Local Food Production

Overall priorities in facilitate sustainable local food production: focus on the land aspects of food production: farmland preservation and existing municipal land evaluation for local food.

Highlighted in report:

- City of Chicago local food ordinance
- McHenry County Food and Farmland assessment (Openlands)
- CDBG-R grants to delegate agencies engaged in urban agriculture job training for individuals with barriers to employment including Growing Home, Growing Power, UrbanPonics, Safer Foundation and Greencorps Chicago (Chicago DOE)

Other notable projects:

- Familyfarmed.org and Chicago Public Schools partnership with local producers
- Lake County Sustainable Food Systems project (CMAP, Openlands)
- Ordinance changes to allow raising chickens (Kendall County)
- USDA grants for local food, Know Your Farmer, Know Your Food program

Implementation Action Area #2: Increase Access to Safe, Fresh, Affordable, and Healthy Foods

Overall priorities in increase access to safe, fresh, affordable, and healthy foods: Provide support letters to demonstration projects. Align legislative agenda to support funding for IL Fresh Food Fund (Fresh Food Financing), and Farmer's Market Technology Improvement Program.

Highlighted in report:

- Increase in number of farmers markets regionally and number than accept LINK cards
- Kane County Fit for Kids program
- Passage of HB 3244, promoting agriculture tourism, expanding homemade food sales and ensuring consistent regulation at farmers' markets

Other notable projects:

- City of Chicago food desert leadership (Chicago DOE)

Implementation Action Area #3: Increase Data, Research, Training, and Information Sharing

Overall priorities in increase data, research, training, and information sharing: For the region: Funded and functional Regional Food Entity. For CMAP staff: Technical Assistance (includes model ordinance) and Data (making more data available on our website and data analysis): these two topics fit into the work already underway at CMAP and are specifically outlined for us as recommendations in the plan. Overall this implementation area will be the main focus for CMAP staff resources.

Highlighted in report:

- Model approach to local food in comprehensive plan and inclusion of local food in several comprehensive plans
- CPPW grants for local governments
- Consortium to Lower Obesity in Chicago Children (CLOCC), in partnership with CDPH grant for \$5.8M (Chicago DOE)

Other notable projects:

- Formation of GoodGreens.org federation
- Formation of Suburban Cook County Food System Committee
- CMAP article produced for APA publication
- Center for Excellence in Eliminating Disparities (CEED) regional survey of planners and practitioners
- Development of website for Local Food, Farms & Jobs: Growing the Illinois Economy
- Cook County Urban Agriculture Network (Cook County)
- Openlands farmland protection communications strategy (Openlands)
- Kendall County health department food safety seminars (Kendall County)

Human Capital Chapter

Recommendation: Improve Education and Workforce Development

Implementation Action Area #1: Improve Coordination Between Education, Workforce Development, and Economic Development

Overall priorities: Focus on completing Drill-Down reports and implementing the reports' recommendations to improve coordination between education, workforce development, and economic development; connect these recommendations to other implementation activities as appropriate. Utilize Economic Development committee to engage partners and share information to foster coordination and collaboration and to track progress.

Highlighted in report:

- DCEO P-20 STEM Programs of Study and Learning Exchanges
- Metropolitan Chicago Healthcare Council
- Smart Grid Regional Innovation Cluster and the Smart Grid Education and Training Center

Implementation Action Area #2: Data and Information Systems

Overall priorities: Continue to improve the MetroPulse website and launch the Human Capital Information Portal (HCIP) and develop it so it continues to integrate new data.

Highlighted in report:

- Work on Human Capital Information Portal initiated
- CWICstats
- Illinois State Longitudinal Data System

Implementation Action Area #3: Improve Delivery of Workforce Development Services

Overall priorities: All of the actions in this area were directed to other implementers. Develop State and Federal Policy agenda that aligns with these actions; coordinate and facilitate research with external partners as appropriate, share information via the HCIP, Policy Updates, and Moving Forward webpage.

Highlighted in report:

- Maybe policy agenda (need clarification on this)
- Regional Big Shoulders Big Challenges Report by CJC for the Workforce Boards of Metropolitan Chicago
- Several entities and partnerships, including the Northern Illinois Workforce Council, seek and have secured federal competitive grants for workforce development, including the new TAA grants, NEG grants, and the H1-B1 program

Recommendation: Support Economic Innovation

Implementation Action Area #1: Improve Data and Information Systems

Overall priorities: CMAP has a clear role to play in being a data repository for economic and innovation data. Limited staff capacity in this area does not allow us to make great strides, but we are working on this. More clarity should be reached on the relationship between the HCIP, Drill Downs, and the collection of other innovation metrics. CMAP should be collecting data on an ongoing basis.

Highlighted in report:

- Illinois Innovation Index by World Business Chicago, Illinois Science and Technology Coalition, Chicagoland Chamber of Commerce, and CMAP

Implementation Action Area #2: Nurture the Region's Industry Clusters

Overall priorities: All of the actions in this area were directed to other implementers. CMAP can lead analytic efforts. CWIC is our partner in this regard. CMAP should stay involved in wider efforts to form coalitions around our industry clusters as a way to secure funding or bolster the commercialization of research.

Highlighted in report:

- "Drill down" cluster analyses for specific clusters in partnership with CWIC
- Several industry coalitions implement strategies to strengthen clusters, including Illinois Technology Association, Metropolitan Chicago Healthcare Council, and iBio

Implementation Action Area #3: Increase the Commercialization of Research, Target Investment Decisions, and Pursue New Financing Opportunities

Overall priorities: All of the actions in this area were directed to other implementers. This is not a high priority area for CMAP staff involvement. However, we want to help steer, as much possible, efforts in this area. These activities should be linked to the implementation of the cluster drill-down reports to the extent possible and be led by Economic Development Committee members.

Highlighted in report:

- Chicago Innovation Mentors launched through partnership between Northwestern, University of Chicago, and UIC
- Illinois Innovation Council will be evaluating strategies and programs related to this area

Implementation Action Area #4: Create a Culture of Innovation

Overall priorities: All of the actions in this area were directed to other implementers. Priorities for CMAP are to stay at the table and help where needed. This is not a major focus for our staff. Consider use of online case study library to document good innovations.

Highlighted in report:

- Highlight work of partners through Policy Blog
- The Illinois Innovation Network is a new platform to showcase examples of innovation and make connections
- The State of Illinois is a partner in Startup America, which celebrates and accelerates entrepreneurs across the country

Efficient Governance Chapter

Recommendation: Reform State and Local Tax Policy

Overall priorities: Staff the Regional Tax Policy Task Force and develop specific recommendations for action.

Highlighted in report:

- Launched Regional Tax Policy Task Force

Recommendation: Improve Access to Information

Implementation Action Area #1: Launch the Regional Indicators Project's MetroPulse Website

Overall priorities: Stabilize and maintain the existing MetroPulse application and build a community of regular users. Track GO TO 2040 Indicator progress toward implementation.

Highlighted in report:

- Launched MetroPulse 1.0 (with Trust)
- Launched iPhone app (with Trust)
- Began apps contest (with many partners)

Other notable projects:

- Upgraded to MetroPulse 1.1 (with Trust); possibly identify new datasets included

Implementation Action Area #2: Develop Regional Best Practices

Overall priorities: Establish and document standards and protocols for urban data sharing and promote their use among CMAP partners. Define measures of success for data sharing.

Highlighted in report:

- Subregional GIS consortia (SSMMA)

Implementation Action Area #3: Provide Direct Technical Assistance and Conduct Data Sharing Pilot Programs

Overall priorities: Similar priorities to action area #1 and #2, demonstrate the scalability and transferability of MetroPulse to other urban data applications.

Highlighted in report:

- Examples needed

Recommendation: Pursue Coordinated Investments

Implementation Action Area #1: Take a Regional Approach to Federal and State Investment

Overall priorities: Realign CMAP's programming activities and review responsibilities to support GO TO 2040. Justify continued investment by HUD, DOE, EPA, and other federal and state agencies by efficiently using current grants. Take regional leadership in bringing federal and state resources to the region.

Highlighted in report:

- Leadership of Sustainable Communities grant (CMAP)
- Successful Challenge grant application by SSMMA (SSMMA, CNT)

Implementation Action Area #2: Reform State and Federal Policies and Programs

Overall priorities: Revise funding programs at the federal and state levels to be criteria-based and support the implementation of GO TO 2040.

Highlighted in report:

- Bonus points offered by HUD for GO TO 2040 consistency

Implementation Action Area #3: Support Efforts to Consolidate Local Services

Overall priorities: Analyze the fiscal, efficiency, and other consequences of sharing or consolidating local services. Analyze the effects of consolidating local governments, with a special focus on the township system.

Highlighted in report:

- Examples needed

Regional Mobility Chapter

Recommendation: Invest Strategically in Transportation

Implementation Action Area #1: Find Cost and Investment Efficiencies

Overall priorities: On the state policy level, 55/45 remains the priority. Other priorities are improving our evaluation criteria and ensuring that transportation projects align with GO TO 2040. Support for multimodal investments that include bicycle and pedestrian features is also a priority of this section.

Highlighted in report:

- Changes to CMAQ prioritization
- Non-motorized transportation infrastructure policy (Lake County DOT)
- Development of Trail Quest, an online bike route planning service (DuPage County)

Other notable projects:

- McHenry County outreach for long-range transportation plan (McHenry County)
- Formation of RTOC
- Oak Park bicycle-pedestrian planning activities (Oak Park)

Implementation Action Area #2: Increase Motor Fuel Taxes in the Short Term, and Institute a Replacement in the Long Term

Overall priorities: Raise it and index the gas tax. Find alternative sources to replace it, if necessary.

Highlighted in report:

- Maybe none – not 2011 priority

Implementation Action Area #3: Implement Congestion Pricing on Select Road Segments

Overall priorities: Build public acceptance of congestion pricing, understand the financing better, prioritize where congestion pricing should be implemented, and implement one or more pilot projects.

Highlighted in report:

- Modeling improvements

Implementation Action Area #4: Implement Pricing for Parking

Overall priorities: Include parking pricing in planning studies and find locally appropriate ways to implement it.

Highlighted in report:

- Maybe none – CMAP work began in 2011 but products will be released in 2012

Implementation Action Area #5: Find Other Innovative Finance Mechanisms

Overall priorities: See PPP legislation passed. Continue agency leadership on the value capture issue.

Highlighted in report:

- Value capture study for Skokie station and Red Line south extension
- Passage of public-private partnerships legislation, HB 1091 (Metropolis)
- Kane County transportation impact fees (Kane/Kendall)

Other notable projects:

- Overall Tollway capital plan (Tollway) – see later section for project details

Recommendation: Increase Commitment to Public Transit

Implementation Action Area #1: Improve the Fiscal Health of Transit

Overall priorities: Most activities in this area are the primary responsibility of the RTA and service boards; CMAP's priorities include policy research and support for legislative action.

Highlighted in report:

- RTA Transit Priority Initiatives report (RTA)
- Pace market analysis studies for paratransit, Harlem Ave, and Lake County (Pace)
- Kendall Area Transit program (Kane/Kendall) and McHenry County demand-responsive transit system (McHenry County)

Other notable projects:

- Ride-in-Kane program (Kane/Kendall)

Implementation Action Area #2: Modernize the Region's Transit System

Overall priorities: Support transit service boards as they pursue modernization. All implementation actions are directed to transit implementers, not to CMAP. Limited responsibility by CMAP for implementation of these actions.

Highlighted in report:

- CTA train tracker
- Transit signal priority systems (Pace)
- Fare coordination legislation, HB 2874 and HB 3597 (Metropolis)

Other notable projects:

- Call-and-ride services in Joliet and Lake County, with expansion plans (Pace)
- Park-and-ride lot construction (McHenry County)

Implementation Action Area #3: Pursue High-Priority Projects

Overall priorities: Support fiscally constrained major capital projects through complementary studies or projects, participation on committees, and prioritization of UWP funding to these projects.

Highlighted in report:

- Inclusion of transit in Tollway capital plan (Tollway, RTA)
- Passage of BRT legislation, HB 1884 (Metropolis)
- Design and engineering for ART services on Milwaukee, Dempster, and Cermak/Butterfield (Pace)
- See later section for specific major capital projects

Other notable projects:

- I-355 Pace service study (Pace)

Implementation Action Area #4: Link Transit, Land Use, and Housing

Overall priorities: Encourage local governments (which control land use) to consider housing and transit when making land use decisions. Encourage housing agencies to consider land use and transit access as they make investment and policy decisions. Encourage transportation agencies to consider housing and land use as they make investment and policy decisions.

Highlighted in report:

- See land use and housing section

Recommendation: Create a More Efficient Freight Network

Implementation Action Area #1: Create a National Vision and Federal Program for Freight

Overall priorities: Freight was included in the Board's previously endorsed reauthorization policy goals and we are pursuing it more aggressively in anticipation of the future transportation reauthorization. Work with members of congress and the federal administration to create a national vision and a method to formulate a national freight plan that can guide regional and state efforts to improve the freight system and create an interconnected system throughout the nation for freight.

Highlighted in report:

- Maybe none

Implementation Action Area #2: CREATE Rail System Improvements

Overall priorities: Fund and complete the CREATE program.

Highlighted in report:

- Belmont-BNSF grade separation (DuPage County)
- Englewood flyover groundbreaking
- Other projects (from CREATE partners)

Implementation Action Area #3: Regional Trucking Improvements: Truckways, Truck Routes, Delivery Time Management, and Restrictions

Overall priorities: Identify opportunities for dedicated freight corridor systems and implement dedicated and managed truckways that include congestion pricing is a longer term priority. In the near term, catalog and update region's truck routes and work with local governments to address delivery times and parking restrictions.

Highlighted in report:

- Infrastructure improvements to support Canadian National Intermodal Expansion (SSMMA, CNT)

Implementation Action Area #4: Organization and Public Policy

Overall priorities: Explore the establishment of a governance structure, such as a Freight Authority, to identify issues, guide investments and advocate on behalf of the region. Additionally, conduct further study to implement use fees or container charges to improve freight movements throughout the region.

Highlighted in report:

- Maybe none – not 2011 priority

Implementation Action Area #5: Integrating Freight Needs and Financing into Infrastructure Prioritization

Overall priorities: Develop measures that take into account freight needs and deficiencies in evaluating potential transportation improvements by developing more robust modeling tools that will better predict local and regional impacts.

Highlighted in report:

- Modeling improvements
- Passage of Freight Mobility Plan, HB 1761 (Metropolis)
- Far South Railroad Relocation Feasibility Study (CDOT)

Recommendation: Major Capital Projects

Different format – description of status of each of top 5 projects, plus others that are making progress
IL 53 extension:

- Tollway and CMAP activities (Tollway)

Western O'Hare Access:

- IDOT activities

I-294 and I-57 interchange:

- Tollway activities (Tollway)

Red Line South extension:

- CTA and CMAP activities

West Loop Transportation Center:

- CDOT activities (CDOT)

Other constrained projects:

- I-90 improvements (Pace, Tollway)
- I-55 shoulder riding (RTA, Pace)
- CTA progress on Red-Purple Modernization
- Metra progress on constrained projects



MEMORANDUM

To: CMAP Board and Committees
From: CMAP Staff
Date: November 2, 2011
Re: Local Technical Assistance Program Update

The CMAP Board and committees will be receiving regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 42 local projects have been kicked off, and of these, 21 projects are fully underway. Many of the projects that have been kicked off but are not fully underway are grants which are in the administrative stage; others involving staff assistance are being scheduled to get underway in several months, based on staff availability.

The project status table has been modified slightly to include project start and end dates in the "Timeline" column, rather than just the end dates. This was done to provide a better sense of project duration.

By the end of 2011, LTA projects will start to be completed. A separate section will be added to this document to list completed projects and provide links to the final products.

Further detail on LTA project status can be found on the attached project status table.

ACTION REQUESTED: Discussion.

###

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Addison comprehensive plan (see project website)	Rosa Y. Ortiz	July 2011 - June 2012	Staff assistance	Underway. One-on-one interviews have been conducted with key stakeholders in addition to focus groups. The existing conditions report is underway and is expected to be completed in November. The next public meeting will be taking place November 16.
Algonquin downtown plan	Pete Saunders	TBD	Grant funds	The Village is beginning its RFP process and expects to make a consultant selection by early December.
Alsip comprehensive plan	Trevor Dick / Sam Shenbaga	Feb. 2012 - Jan. 2013	Staff assistance	The comprehensive plan process is expected to begin in February. Formation of a Steering Committee is currently underway. Village staff are beginning a SWOT analysis with department heads and elected and appointed officials in advance of our kickoff.
Berwyn comprehensive plan (see project website)	Sam Shenbaga	June 2011 - May 2012	Staff assistance	Underway. Steering Committee meeting was conducted on October 13 to present existing conditions report. Findings of report approved by Committee. Visioning workshop scheduled for November 19 and outreach efforts are currently underway.
Blue Island comprehensive plan (see project website)	Sam Shenbaga	Apr. 2011 - Mar. 2012	Staff assistance	Underway. Business breakfast meeting was conducted on October 18 with industrial and retail business owners. Visioning workshop was conducted on October 19. Initial recommendation directions memo being formulated for city staff review. Coordination meeting set up with Chicago Wilderness to develop specific Plan recommendations related to natural environment and to set up anticipated future project.
Bronzeville Alliance retail corridor study	Sef Okoth	Apr.-Dec. 2011	Staff assistance	Underway. Phase 1 of project is led by Metropolitan Planning Council (MPC), with CMAP in supporting role. A final report on retail strategies is due to be released in near future, completing Phase 1. Bronzeville Alliance and other community stakeholders (local chambers & IIT) are currently reviewing the Phase 2 scope, schedule, task assignments, and public outreach strategy (to begin in 2012). CMAP met with the Bronzeville Alliance on November 1 to discuss the MOU and strategize on steering committee formulation.
Campton Hills comprehensive plan (see	Jason Navota	Apr. 2011 - May 2012	Staff assistance	Underway. Existing conditions report is complete. Draft goals and objectives have been received from 5 of 9 subcommittees; others are underway. The

project website)				second public meeting was held September 24 to review Existing Conditions, vet Village Guiding Principles (Vision Statements), and gather input at nine 'idea stations' for how and where to implement these Principles and issues needing to be addressed. Next public meeting focused on future land use plan alternatives is scheduled for November 17; development of four future land use scenarios underway. Parallel, separately funded Village Center planning process is underway (with CMAP on Steering Committee) with first public meeting held on October 13. These two efforts will be closely coordinated.
Carpentersville "Old Town" Area Action Plan	Trevor Dick	Sept. 2011 - Jan. 2012	Staff assistance	Underway. An existing conditions report is being prepared, and key person interviews are being scheduled. A public charrette will be held November 3, and a "professional planners" charrette will be held on November 16 as part of the CMAP Land Use Committee's November meeting. Initial meetings have also been held with the Planning and Zoning Commission and the Village Board on October 18 and 22 to obtain their initial goals. Staff are also working on setting up a MetroQuest website for the project.
Chicago "Green and Healthy Neighborhood" plan for Englewood, Woodlawn, and Washington Park (see project website)	Jason Navota	Mar. 2011 - Sept. 2012	Staff assistance	Underway. First phase of data collection and mapping complete. Outreach plan and schedule continues to evolve per CMAP and LISC discussion of most effective and efficient community engagement approach. Draft goals and objectives complete. First public community meeting was held October 26 at Teamwork Englewood and a draft Existing Conditions report was shared with participants.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	TBD	Grant funds and staff assistance	The resolution and grant approval are complete. RFP release is expected in November. In addition to grant funds, CMAP will be providing staff assistance related to outreach to nearby suburban municipalities and analysis related to LEED-ND certification. A preliminary list of suburban communities to be reached out to is being developed. A detailed scope, timeline, and task assignment has been drafted (to be reviewed by project partners). Project promotional materials and a site map are being developed.
Developing Communities Project support for CTA Red Line extension	Kendra Smith	Oct. 2011 - Sept. 2012	Staff assistance	Underway. Project was initiated September 20, with a CMAP internal staff meeting and an introduction meeting with Developing Community Project (DCP) representatives. Staff met with DCP on October 31 to begin selecting the project advisory committee in conjunction with DCP. Loyola University Center for Urban Research & Learning (CURL) has been selected to assist

				with the Livability Media portion of the project; CMAP is currently processing the contract with CURL.
Downers Grove bicycle and pedestrian plan	Pete Saunders	TBD	Grant funds	The Village is beginning its RFP process and expects to make a consultant selection by early December.
Elburn comprehensive plan	Bob Dean	TBD	Grant funds	Grant approved by CMAP Board in October. Staff is working with the community to enter into the grant agreement and initiate a consultant selection process.
Elgin sidewalk gap and transit stop study	Lindsay Banks	TBD	Grant funds	Staff is working with the community to enter into the grant agreement and initiate a consultant selection process.
Elmwood Park comprehensive plan (see project website)	Nicole Woods	June 2011 - May 2012	Staff assistance	Underway. Staff conducted a meeting with senior residents on October 3 and is currently completing the existing conditions report.
Evanston water efficiency program	Amy Talbot	Nov. 2011 - June 2012	Staff assistance	Evanston-led research will continue into the fall with a summary document to be produced before official start in November 2011.
Glen Ellyn downtown streetscape and parking study	Lindsay Banks	TBD	Grant funds	The resolution and IGA are complete, and the community is developing the RFP to select a consultant.
Hanover Park corridor study	Stephen Ostrander	Dec. 2011 - Mar. 2012	Staff assistance and small grant	After redefinition of focus of ULI Chicago's Technical Assistance Panel (TAP) on community's Irving Park Road corridor, staff received confirmation from ULI Public Policy Committee, allowing direct planning with ULI to proceed. First meeting for TAP between Hanover Park and ULI (and CMAP) on November 2 in Village Hall.
Hillside comprehensive plan	Lindsay Banks	TBD	Grant funds	The resolution and IGA are complete, and the community is developing the RFP to select a consultant.
Joliet "Old Prison" redevelopment (see project website)	Pete Saunders	July 2011 - Jan. 2012	Staff assistance and small grant	Underway. Key stakeholder meeting scheduled for mid-November, and ULI Technical Assistance Panel (TAP) is tentatively scheduled for mid-January. CMAP is preparing existing conditions report with assistance from ULI.
Kane County local food project	Amy Talbot	TBD	Staff assistance	Developing scope, MOU, and resolution for approval before end of 2011. Extensive CMAP involvement expected to begin in early 2012.
Lake County sustainability plan	Kristin Ihnchak	Feb. 2012 - Jan. 2013	Staff assistance	Scope of work is being developed through discussions with the County. Initiation is expected in February 2012. The Delta Institute and Openlands are both on contract to assist with some plan elements.
Lake Zurich	Amy	Feb.-Nov.	Staff	Underway. Report development continues. Public meeting in Lake Zurich

comprehensive water resources project	Talbot	2011	assistance	on October 26. Final report to be produced before end of November 2011.
Lakemoor comprehensive plan	Jason Navota / Nora Beck	Nov. 2011 - Oct. 2012	Staff assistance	Underway. Meetings held with Steering Committee on August 18, September 29, and October 27 to discuss scope, schedule, MOU, resolution, data and mapping, public involvement strategy, and issues and concerns. Data collection, mapping, and initial outreach to begin in November. First Public Meeting scheduled for January 19.
Liberty Prairie Conservancy local food system plan	Jessica Simoncelli	Aug. 2011 - June 2012	Staff assistance	Underway. Survey instrument has been developed to identify barriers to sustainable farming in Lake County, which will be administered to agricultural stakeholders through fall 2011. Concurrent research on policies that affect food systems is being conducted in partnership with Openlands. Data collection and mapping for the update to the Liberty Prairie Reserve Master Plan has begun.
McHenry County subarea plan	Bob Dean	TBD	Grant funds	Grant approved by CMAP Board in October. Staff is working with the County to enter into the grant agreement. This project will be managed by the County as an extension of their contract with Camiros, a planning consulting firm, to assist with the creation of a Unified Development Ordinance.
Metropolitan Mayors Caucus "Homes for a Changing Region" project in south Cook (see project website)	Drew Williams-Clark	Feb.-Dec. 2011	Staff assistance	Underway. Project led by Metropolitan Mayors Caucus (MMC) and Metropolitan Planning Council (MPC), with CMAP in supporting role. Data analysis components have been completed as have public workshops. Municipal plans have been revised per internal feedback and will be taken to the towns in December. Sub-regional recommendations have been revised per feedback from the collaborative.
Morton Grove industrial areas plan	Trevor Dick	TBD	Staff assistance	Scope of work is being developed through discussions with Village staff. Project initiation expected in January 2012.
New Lenox corridor plan	Pete Saunders	TBD	Grant funds	Grant approved by CMAP Board in October. Staff is working with the community to enter into the grant agreement and initiate a consultant selection process.
Norridge comprehensive plan (see project website)	Trevor Dick	May 2011 - Mar. 2012	Staff assistance	Underway. The Plan Commission approved the Existing Conditions Report at their meeting in September. A public visioning charrette was held on October 25. The project team is now working on the Draft Plans and Recommendations. Draft Plans will be presented to the Steering Committee in January 2012.

Northwest Suburban Housing Collaborative "Homes for a Changing Region" project in northwest Cook	Drew Williams-Clark	Jan.-Sept. 2012	Staff assistance	Scope of work is being developed through discussions with project sponsor. Project initiation expected in January 2012.
Oak Park water conservation program	Amy Talbot	Aug. 2011 - Mar. 2012	Staff assistance	Underway. Existing conditions and October public meeting complete. Work on recommendations and additional outreach strategies will occur in November. Residential survey will continue until end of 2011.
Orland Park water conservation ordinance	Hala Ahmed	Nov. 2011 - Mar. 2012	Staff assistance	MOU and resolution are complete, and scope of work and timeline are currently being refined by CMAP and Village staff. Project Steering Committee will meet in November to develop goals and provide guidance for project development. Staff is in discussion regarding outreach strategy and schedules.
Park Forest sustainability plan (see project website)	Kristin Ihnchak	June 2011 - Apr. 2012	Staff assistance	Underway. Sustainability Assessment (existing conditions report) was presented to Citizens Advisory Committee on October 24. Development of MetroQuest web tool for public involvement is currently underway. MetroQuest will be used as a feature during the second public workshop (to be held November 30) to gauge preferences on potential strategies to implement Plan goals. Center for Neighborhood Technology (CNT) is on contract to assist with some plan elements.
Plainfield downtown transportation plan	Pete Saunders	TBD	Grant funds	Village is beginning its RFP process and expects to make a consultant selection by early December.
Riverside downtown area plan	Trevor Dick	Jan.-Oct. 2012	Staff assistance	Discussions with community representatives ongoing. Project initiation expected in January 2012.
South Suburban Mayors and Managers Association (SSMMA) housing investment prioritization	Nicole Woods	June 2011 - Apr. 2012	Staff assistance	Underway. Housing Investment Tool was revised based upon feedback from the Project Advisory Committee. It was presented again to the Project Advisory Committee on October 31 for final review and will be presented to the Chicago Southland Housing and Community Development Collaborative on November 10.
Waukegan planning prioritization report	Stephen Ostrander	Oct. 2011 - Jan. 2012	Staff assistance	Underway. With resolutions approved and MOU signed by City (and CMAP), CMAP staff began drafting work plan for to carry out approved scope of work, beginning with two items slated for November: 1. Thorough inventory and analysis of all relevant past plans, studies, etc., and 2. Interviews with City staff, Council members, and other relevant

				stakeholders, including focused outreach to Latino community.
Westchester comprehensive plan	Samantha Robinson	Nov. 2011 - Oct. 2012	Staff assistance	Scope of work is being developed through discussions with project sponsor. Project initiation expected in November 2011.
West Cook Housing Collaborative “Homes for a Changing Region” project in west Cook (see project website)	Drew Williams-Clark	May 2011 - Feb. 2012	Staff assistance	Underway. Housing supply and demand projections, capacity analyses and public workshops have been completed for five municipalities in west Cook County. Recommendations and visualizations are under development.
Wheeling active transportation plan	Lindsay Banks	TBD	Grant funds	The resolution and IGA are complete, an RFP to select a consultant was released in late September, Village staff has recommended a consultant to be selected, and the Village Board is expected to take up the approval vote at their November meeting.
Will County subarea plan for Fairmont (see project website)	Trevor Dick	May 2011 - Jan. 2012	Staff assistance	Underway. The draft plan is being prepared. A summary of key recommendations are expected to be presented to the steering committee at their November meeting. A public open house to view and discuss key recommendations is being planned for early December 2011.

Other Projects

For most other projects on the “higher priority” project list, scoping is underway and will continue through the remainder of 2011. As of this update, CMAP staff has met with each project sponsor to begin discussions of project scope and timeline. Through the remainder of 2011 and early 2012, new projects will be initiated as existing projects are completed.



Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: Regional Coordinating Committee

From: CMAP Staff

Date: October 5, 2011

Re: DRAFT Framework for CMAP's 2012 Legislative Agenda

In response to the rapidly and constantly evolving nature of the state's legislative process, staff has developed a DRAFT framework document of legislative principles. Based on **GO TO 2040**, this document outlines the 12 high priority recommendations found in the plan and presents legislative principles closely aligned to the plan's **Implementation Action Areas**. The document is being developed to guide staff and to inform our partners, the governor, legislators, state agency directors and staffs about CMAP's positions regarding legislative initiatives being discussed or introduced in the Illinois General Assembly in the upcoming year.

We are seeking committee input as to the overall direction of the following. Please direct any comments to Ylda Capriccioso at ycapriccioso@cmap.illinois.gov or 312.386.8670.

ACTION REQUESTED: Discussion

###

A Framework for CMAP's 2012 Legislative Agenda

97th Illinois General Assembly (2012 – Second Year)

The State of Illinois is key to the success of GO TO 2040 implementation. The state allocates nearly \$50 billion per year across various program areas and plays a significant role in operating and maintaining the transportation system, promoting economic development, and maintaining and preserving our natural resources. GO TO 2040 includes a number of key implementation actions targeted to the Illinois General Assembly and Governor's office for legislative action.

State Legislative Principles

Using GO TO 2040 as a guide, CMAP has developed a set of *Legislative Principles* to guide staff, partners, and legislators about CMAP's position regarding legislative initiatives being discussed or introduced in Springfield over the upcoming year. The first section of the document discusses the importance of metropolitan regions and a comprehensive, coordinated approach to planning and implementation. The remaining sections focus on GO TO 2040 recommendations and lay out guiding principles that will help direct CMAP support or opposition to more specific pieces of legislation.

COMPREHENSIVE REGIONAL PLANNING

In this day and age, many public policy issues transcend local jurisdictions or can be too large an undertaking for any one unit of government. Issues such as economic development, transportation, wastewater management, water supply and improving the quality of life in our region are examples of challenges that require regional cooperation. Regional planning helps coordinate efforts and resources within a metropolitan area, providing state and federal governments with a source for a unified vision. As the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will, the Chicago Metropolitan Agency for Planning (CMAP) is mandated by state statute to develop and guide the implementation of the region's first comprehensive regional plan, GO TO 2040. The plan is intended to build on the region's assets, identify shortcomings, and recommend actions that will help sustain the region's economic vitality and global competitiveness.

In 2007, the Comprehensive Regional Planning Fund (CRPF) was created by Public Act 95-0677 with a \$5 million annual appropriation from the General Revenue Fund for comprehensive planning across metropolitan areas in Illinois. This fund was intended as a stable and dedicated funding source for effective comprehensive planning statewide. Of that \$5 million, \$3.5 million was dedicated to CMAP. A portion of the \$3.5 million served as the state match for federal transportation funding, leveraging over \$11 million annual in federal transportation planning funds. The remaining funds provided support to CMAP's statutorily required non-transportation activities which include planning and technical assistance to municipalities on issues such as housing, community development, management of natural resources, water resources, and data acquisition and analysis. Since 2009 the transfer from the CRPF to CMAP was suspended. Between FY 2009 and 2012, IDOT has provided CMAP with a grant using the Road Funds. Last year, the budget implementation bill (SB 335) that passed included language that dissolved the Comprehensive Regional Planning Fund (CRPF), making CMAP reliant solely on an annual Road Fund grant from IDOT. This issue needs to be addressed to ensure that CMAP has a stable, dedicated funding source to effectively implement GO TO 2040.

The following are among the examples of CMAP leadership that no other agency is suited to provide:

- Complete implementation of GO TO 2040, the region's first comprehensive plan, which was adopted in late 2010 to guide development and investment for northeastern Illinois.
- Implementation of Water 2050, a Regional Water Supply Plan for an 11-county region that faces potential shortages without aggressive steps to conserve water by managing demand.
- MetroPulse (www.metropulsechicago.org), a new web resource that provides extensive data to facilitate decision making and to measure the progress of implementing GO TO 2040.
- Provide technical assistance to our local communities to address local issues at the intersection of transportation, land use, and housing, including the natural economic growth, and community development.

ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING

Our state has an important role to play in helping communities strive toward the principles of livability—healthy, safe, walkable communities which offer transportation choices for access to schools, jobs, services, and basic needs. More coordinated investment among transportation, environmental, and housing expenditures can go a long way toward ameliorating some of the unintended consequences that can sometimes occur when policy areas are evaluated separately. For example, transportation funds can be programmed with land use and environmental considerations in mind. As the federal government has increased its support for livable communities through programs like the Sustainable Communities Initiative (which funds CMAP's Local Technical Assistance Program), the state can also play a vital role by aligning investment choices in this manner. For example, funding programs from IDOT, DCEO, and IHDA can be coordinated and streamlined to create plans or ordinance updates that are consistent with GO TO 2040. These agencies can also prioritize funding to communities engaging in intergovernmental planning. Funding incentives from the state to encourage local governments to plan collaboratively for the future will help move northeastern Illinois toward the goal of greater livability.

Legislative Principles:

- *CMAP will support legislative initiatives that align funding across various state agencies for planning, ordinance updates, and capital investments that align with GO TO 2040's livability principles.*
- *CMAP supports legislative initiatives that promote reinvestment in existing communities and align with the livability principles of GO TO 2040. Specifically, CMAP supports initiatives and programs that are competitive, offered on a statewide or regional basis, and that are based on comprehensive evaluation criteria considering the interconnected focus areas of transportation, housing, the environment, and economic development.*

MANAGE AND CONSERVE WATER & ENERGY RESOURCES

The conservation of water and energy is a top priority for GO TO 2040. In the next 30 years, these resources will likely become more constrained affecting business, government and residents. By taking a proactive approach to resource conservation, the region and state can protect environmental priorities and sustainably allow economic development to continue while per capital energy and water use taper off.

Energy priorities in GO TO 2040 are focused on meeting needs through demand reduction and for our region to determine a path to increase the use of renewable energy options. For example, retrofit programs provide assistance to property owners to install energy conservation measures in existing buildings. This is a crucial part of achieving conservation goals. The State should support local and regional efforts to implement retrofit programs. The state must pursue more innovative financing mechanisms for retrofits local funds, private lenders, grants, and property assessed clean energy (PACE). Another energy conservation goal is to work toward increasing the use of renewable energy options. This process involves careful consideration of improvements to the transmission and distribution of energy, increased access to a trained workforce, and the use of new technologies to allow consumers to see energy usage minute-by-minute. Some of these improvements are referred to as a “smart grid” technology. State policies should incorporate energy renewables and new technologies to reduce energy consumption.

Even though our region is blessed with an abundance of freshwater resources, these resources are not limitless and we must take direct action to preserve and protect water quantity and quality. GO TO 2040 states that integration of land use and resource conservation planning can play a central role in achieving better water conservation. The State can take several actions including encouraging Lake Michigan Service Region permittees develop conservation plans and annual water audit reports in cooperation with CMAP; support local utilities that use conservation-oriented rate structures to incentivize more efficient water use and fund conservation programs; and modify rules and regulations that encourage water reuse strategies. Many watersheds in northeastern Illinois still lack watershed plans. These plans, if based in a multi-objective approach, can help to identify solutions to flooding and storm water, water resources, water quality or loss of habitat issues. The State should continue to fund watershed planning that incorporates multi-objective planning.

Finally, securing adequate funding to natural resource agencies is critical to implementation of GO TO 2040 resource conservation recommendations. Identifying new revenues is needed, but the General Assembly should be directing natural resource agencies to identify opportunities to coordinate programs and funding sources. A coordinated effort will promote efficiency, interagency data sharing and cooperation.

Legislative Principles:

- *CMAP will support energy conservation initiatives that meet our energy needs through demand reduction that promote and finance of local retrofit programs, incorporate renewable energy options, and use new technologies.*
- *CMAP will support water management initiatives that support increased commitment to conservation in the Lake Michigan Service Region, encourage the use of retrofit programs, modify rules to promote water reuse techniques, and promote integrated water and land use planning through multi-objective planning.*

EXPAND AND IMPROVE PARKS AND OPEN SPACE

The state operates and maintains large quantities of open space throughout northeastern Illinois and also provides funding through various grant programs to county forest preserves and local governments for acquiring and managing parks and open lands. Despite very difficult fiscal conditions, the state still has an important role to play in conserving natural areas and promoting access to parks. In fact, the possibility of protecting additional open space is a rare upside in the recession, as lower land values

make open space preservation a bargain relative to what agencies paid earlier in the decade. Parks and open space are not a luxury. Less than half the residents of the CMAP region have access to adequate park and recreation areas near their homes, even though numerous studies have shown that such areas have a beneficial effect on both physical and mental health. The fact that Open Space Land Acquisition and Development funds were included in this year's budget is a positive sign, but the state continues to need reliable, dedicated funding for open space acquisition and to use any dedicated fund only for its intended, programmatic purpose. Here again there are opportunities to coordinate investments, such as with funding that could be used to protect groundwater by protecting land, or by prioritizing land conservation that is adjacent to other open spaces to form a network, or by targeting funds to implement trails and greenways, as called for in the Northeastern Illinois Regional Greenways and Trails Plan adopted in 2009.

Legislative Principles:

- *CMAP will support legislative initiatives that coordinate open space investment to create a connected green infrastructure network and prioritize preservation of the most important natural areas.*
- *CMAP will support legislative initiatives that increase funding to achieve the level of park provision and land conservation, that invest in the establishment of new parks in developed areas, and policies that provide green connections through greenway trails.*

PROMOTE SUSTAINABLE LOCAL FOODS

There is growing concern about the environmental impacts, safety, and quality of our food. Also gaining widespread attention are the disparities of access to fresh, nutritious, and affordable foods and the health implications of "food deserts" (areas without nearby retail outlets that have fresh, nutritious, and affordable food). How residents and institutions in our region get their food may seem like an issue best left up to individual lifestyle choices and private business decisions. However, food systems are already highly influenced by public policies related to land use, transportation, and many other issues addressed in the GO TO 2040 plan. In turn, food directly influences the economy, environment, public health, equity, and overall quality of life.

GO TO 2040 recommends strengthening the sustainability of the region's local food system by: Facilitating sustainable local food production and processing in our region by supporting urban agriculture and farmland protection and helping to develop a market for local foods, and increasing the profitability of all kinds of agricultural enterprises. Increasing access to safe, fresh, nutritious, and affordable foods, especially for those residents in food deserts, and linking anti-hunger programs to local food production. Raising awareness by providing data, research, training, and information for public officials, planners and residents, and increasing data and research efforts to understand and support investments in sustainable local food.

Legislative Principle: CMAP supports legislative initiatives applied statewide or regionally that facilitate sustainable local food production, increase access to safe fresh and affordable and healthy foods, and that improve data, research, training, and information sharing.

IMPROVE EDUCATION AND WORKFORCE DEVELOPMENT

Researchers, business leaders, and elected officials agree that the quality of our workforce is one of the most important factors — if not the most important — in strengthening the region's economy. Not just in the region but across the U.S., student achievement has been declining compared to other industrialized nations. In order to reverse this trend and grow a high quality workforce, we need to strengthen and expand strategies that link employers, educators, and other workforce development entities. Additionally, we need more complete data-systems that measure outcomes so we can identify successful strategies and improve decision-making. The state has played an important role in investing in programs that foster coordination between diverse stakeholders, and in developing more comprehensive data-systems. But more must be done to strengthen the connections between employers, educational institutions, and training providers and to monitor the impact of programs so effective investments and strategies are prioritized. The state should invest in and expand workforce intermediaries, bridge programs, and other efforts that align education and training with business's needs and help workers transition into employment. Allowing Workforce Investment Boards to exercise greater flexibility in how Workforce Investment Act funds are used would allow for local needs to be better met. It is also critical that state-led efforts to build a P-20 longitudinal data system and other data-systems that measure outcomes result in accessible data and information that help inform policy and decision making.

Legislative Principles:

- *CMAP will support legislative initiatives that align workforce development, education, and economic development, initiatives to measure outcomes, and efforts that improve data-driven decision making.*
- *CMAP will support legislative initiatives that allow for more flexible funding at the local level in order to expand proven strategies and respond to local business needs.*

SUPPORT ECONOMIC INNOVATION

The regional economy can gain substantial benefits from innovation through the creation of high-paying jobs, specifically knowledge and high tech jobs. Data indicates that the region is underperforming across a variety of innovation measures, and that the region is falling behind compared to other U.S. metropolitan areas. It will require serious action to increase economic innovation to keep the metropolitan Chicago region thriving and globally competitive. Innovation is generated largely by the private sector, but the public sector has an important role to help spur innovation by supporting ideas, institutions, and relationships. The recently created Illinois Innovation Council is a step in the right direction and can help the state evaluate the success of state incentives and programs focused on fostering innovation, and to use better data and metrics to drive investments. The state should evaluate programs, such as the Innovation Challenge Matching Grant, and target funding to the programs that have the greatest impact. The state should strengthen its focus on industry clusters and work with industry coalitions to secure and leverage public and private funding that will nurture our region's clusters. In addition to improving data and funding, state regulatory reform must accompany investment particularly in areas of rapidly changing technology and changes in federal regulation. This requires the state to work with business community and nonprofits to identify regulatory barriers to innovation.

Legislative Principle: CMAP will support legislative initiatives that expand successful programs, improve data-driven decision making, and target investments towards industry clusters. CMAP will also support

legislative initiatives that reform and modernize unnecessary ordinances and policies that act as barriers to innovation.

IMPROVE ACCESS TO INFORMATION

Residents are served best when government information is freely accessible to all. When public bodies have access to complete, accurate, and timely information, leaders can make decisions that are better for our communities and region. Every government action or decision should be based on high-quality information so all costs, benefits, and alternatives can be considered. Local governments have good reason to increase the availability of their data, despite legitimate concerns about cost, staff capacity, liability, privacy and security. The inefficiency of seeking hard-to-reach data far outweighs the expense of providing data effectively. CMAP's technical assistance is already helping governments and other organizations across the seven counties openly share their data with each other and with the public.

Legislative Principle: CMAP will support legislation that helps local governments post data online, facilitates opportunities to form partnerships around data-sharing pilot projects with other interested regional partners, and helps implement best practices and technological improvements that facilitate open exchange of data.

PURSUE COORDINATED INVESTMENTS

One community, or even a single level of government, cannot solve our most pressing problems alone. The State of Illinois is a large and diverse, but our communities are interdependent and State and local leaders will have to work across geographic borders to create sustainable prosperity. Metropolitan regions drive the U.S. economy, yet state governments make most of the decisions about investing federal dollars. The state too often spreads those resources around too thinly, which undermines the ability of our region to implement plans no matter how well-conceived. To harness the economic power of regions like ours, the state should return and invest more resources in metropolitan areas and give them more authority to decide how to use those funds. Such a regional approach could focus state investments to maximize their economic impact. There are many State policy areas that have long existed in separate “silos.” The State must identify ways to dismantle barriers between state agencies to help ensure they respond to the needs of communities rather than react. In particular, agencies should work together to streamline grant requirements and to align their goals, performance criteria, and funding. By making collaboration across state programs routine, agencies can help regions to more effectively implement comprehensive solutions to their problems.

Legislative Principle: CMAP will support legislative initiatives take a regional approach, foster interjurisdictional collaboration, intra-agency investments to increase efficiencies and remove duplication where appropriate.

INVEST STRATEGICALLY IN TRANSPORTATION

GO TO 2040 emphasizes efficient and fair decision making concerning transportation expenditures and also an increase in transportation funding, relying on several new or expanded sources. The future

prosperity of Illinois depends on strategic transportation investments, and this requirement is especially pertinent in tough economic times. However, our current investment practice is often predicated on arbitrary formulas, such as the state's "55-45 split", rather than economic or performance-based criteria. While just one corner of the state in geographic terms, northeastern Illinois generates over 70 percent of the gross state product, suggesting that a dollar of transportation investment in the region provides a higher return than a dollar invested elsewhere in the state. Illinois, unlike many other states, lacks a transparent, performance-driven approach to programming these transportation dollars after they are apportioned to the various districts. GO TO 2040 emphasizes that the state and other transportation implementers prioritize efforts to maintain and modernize existing assets before expanding the system, and that investments of all types take a multimodal approach, with consideration for all users. Additionally, the State's larger capital funding process is inconsistent, consisting of a major supplementary funding package about once a decade. Dependable, predictable funding is crucial for complex, long-term transportation projects.

In addition to emphasizing strategic transportation investments, *GO TO 2040* recommends increasing transportation funding through several new or expanded sources. Current transportation revenues are insufficient to maintain and modernize the regional transportation system, or strategically expand the system as recommended in GO TO 2040. The generation of new revenues must be done through efficient, sustainable user fees, which should better reflect the actual costs of maintaining and operating the system. Additionally, user fees should reflect broader social costs of transportation, such as the costs of traffic congestion.

Legislative Principles:

- *CMAP will support legislative initiatives that establish more robust statewide measures for allocating road funds and state construction account revenues to IDOT Districts, establish a transparent and accountable process within IDOT to grant regions more decision-making authority and flexibility in funding regional priorities.*
- *CMAP will support legislative initiatives that increase and index the existing motor fuel tax to support the repair and modernization of the transportation system. Additionally, CMAP will support legislation to permit and encourage innovative transportation finance measures that reflect the marginal costs of using the system. Policies such as congestion pricing support more efficient management of existing transportation assets, and encourage travelers to make judicious use of our scarce transportation resources.*
- *CMAP will support efforts to include state capital program funding as part of the annual budgetary process, rather than in the form of infrequent state capital program packages. Again, project selection should be based upon performance criteria.*

INCREASE COMMITMENT TO PUBLIC TRANSIT

Public transportation helps reduce congestion, improves air quality, and provides transportation alternatives for those who can't or choose not to drive. The mobility enabled by transit helps our economy grow and improve our quality of life—two goals that will become increasingly important as our region welcomes an additional 2.8 million residents over the next 30 years. After decades of underinvestment, our transit system requires substantial funds to return to a good state of repair.

Additionally, many parts of the region lack access to transit altogether, and we should take a limited and conservative approach to expanding service to these areas. Part of this approach may include lower-cost, more flexible forms of public transportation, such as bus rapid transit. Additionally, we should encourage the state to support transit-oriented development through its transportation, housing, and economic development investments. To pay for the maintenance and expansion of the public transportation system, our transit agencies need to address the cost of their services, which have been rising rapidly. At the same time, the region needs to secure new sources of revenue to support transit. More specifically, our region should dedicate a portion of the proposed gas tax increase to transit, as well as some portion of future congestion pricing revenues. We should also pursue other innovative forms of finance, which may include greater participation by the private sector, pursuing federal loan and credit enhancement opportunities, and value capture strategies.

Legislative Principle: CMAP will support legislative initiatives that provide more resources for the maintenance and modernization of our transit system, that encourage innovative transit finance, and that provide for reasonable expansion of the transit system as described in GO TO 2040.

CREATE A MORE EFFICIENT FREIGHT NETWORK

By any measure, our region is the nation's hub of rail and truck freight. While the freight industry creates jobs and boosts our economy, the movement of goods by truck and train can also increase congestion and contribute to air pollution. The region must balance this inherent tension so freight traffic can serve as an engine of economic prosperity with minimal impact on local communities. To do so, our region needs to fully fund and complete the CREATE plan; improve the truck system through an update of truck routes and restrictions in the near term, and the construction of dedicated truckways in the long term; and advocate for a national freight policy. To support these efforts, the region should establish a Regional Freight Authority to coordinate policies, make strategic capital investments, address community concerns, and speak with one voice to state and federal governments on issues of policy. Freight is truly a regional issue, and any new Freight Authority must have an area of responsibility to match: trucks and rail affect multiple communities, freight infrastructure crosses municipal and county borders, and workers throughout the metropolitan area are employed in the goods movement industry. Additionally, CMAP will continue to monitor ongoing policy efforts in regional goods movement, including two new state laws that require (1) municipalities to update their truck routes and (2) IDOT to develop a state freight plan.

Legislative Principle: CMAP will support legislative initiatives that fund CREATE, explore the creation of truckways and their funding through congestion pricing, and establish a Regional Freight Authority.

REFORM STATE TAX POLICY

To create livable communities and keep our region economically competitive, state and local tax systems should encourage effective land use, generate good jobs, and foster sustainable economic activity. GO TO 2040 recommended that the CMAP Board establish a Task Force to advise the CMAP Board on state and local tax policy reforms that would advance GO TO 2040's goal for sustained regional economic competitiveness through creating more livable communities, improving the region's economic climate, enhancing the region's transportation system, and making governance in the region more efficient. The Task Force was charged with evaluating state and local fiscal policy issues through the lens of the regional economy and the connections between tax policies and development decisions with a

focus on improving the efficiency, equity, and transparency of the tax system. The Task Force exists to advise the CMAP Board and has no statutory or independent authority.

Legislative Principle: CMAP supports legislative initiatives that align with the CMAP Board's state and local tax policy recommendations, as made through the Regional Tax Policy Task Force.